

Message Text

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44

ACTION EB-11

INFO OCT-01 EUR-25 ADP-00 CAB-09 CIAE-00 COME-00 DODE-00

INR-10 NSAE-00 RSC-01 FAA-00 DOTE-00 AF-10 ARA-16

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TAGS: ETRN, CA

SUBJECT: CIVAIR NEGOTIATIONS

BEGIN SUMMARY.

AT SIX-HOUR MEETING ON JULY 30, CANDEL REVEALED IT WILLING DROP FOUR ROUTES PREVIOUSLY REQUESTED, BUT WOULD HAVE TO OBTAIN TORONTO-DALLAS/HOUSTON AND TORONTO-WASHINGTON. USDEL ATTEMPTED EXPLORE ALL OTHER ASPECTS OF POSSIBLE PACKAGE, WITH MIXED RESULTS. WHILE STILL IMPOSSIBLE JUDGE WHETHER ACCEPTABLE AGREEMENT IS POSSIBLE ON QUESTIONS OTHER THAN TEXAS ROUTE, TODAY'S MEETING WAS FIRST TIME CANDEL MADE SIGNIFICANT MOVES. TALKS RESUME MORNING JULY 31.

END OF SUMMARY.

1. USDEL BEGAN MEETING BY SAYING 1980 DATE WAS NOT INFLEXIBLE IN CONTEXT RESOLUTION OTHER PARTS OF PACKAGE SATISFACTORY TO U.S. WHEN ATTEMPTS PURSUE OTHER ISSUES BOGGED DOWN, STYLES AND DUPUY HAD PRIVATE MEETING. DUPUY SAID HE THOUGHT HE COULD DELIVER ON A PACKAGE IN
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WHICH CANADA DROPPED CALGARY-DENVER/DALLAS, TORONTO-

DENVER/LAS VEGAS, TORONTO-ST. LOUIS, AND MONTREAL-SAN JUAN-AND BEYOND. HOWEVER, CANADA WOULD HAVE TO OBTAIN TORONTO-DALLAS/HOUSTON (SPLITTING ROUTE WAS OUT OF QUESTION) AND TORONTO-WASHINGTON (AS WELL AS TORONTO-BOSTON), PLUS SOME IMPROVEMENT ON BEYOND HONOLULU RIGHTS. STYLES SAID HE DOUBTED HE COULD DELIVER ON TORONTO-DALLAS/HOUSTON AND ALSO U.S. HAD NO LEEWAY ON ITS HONOLULU-VANCOUVER POSITION.

2. WHEN FORMAL MEETING RESUMED, THERE WAS LENGTHY DISCUSSION OF AREA C, WITH FOLLOWING RESULTS:

A. CANDEL REVISED ITS BEYOND HONOLULU POSITION TO INCLUDE FIJI, TAHITI, NEW ZEALAND, AUSTRALIA, NEW CALEDONIA, INDONESIA, SINGAPORE, PHILIPPINES AND HONG KONG, WITH BLIND SECTOR RIGHTS BETWEEN HONOLULU AND PHILIPPINES AND HONOLULU AND THREE OTHER POINTS, AND WITH FIFTH FREEDOM RIGHTS AT OTHER POINTS TO BE SELECTED BY CANADA. (IN EFFECT, THIS WOULD GIVE CANADA FIVE FIFTH FREEDOM POINTS, WHICH IS TWO MORE THAN IT NOW HAS.) USDEL SAID IT WILLING TO EXPLORE ADDITION OF MORE POINTS, AMONG WHICH CANADA COULD SELECT THREE FOR FIFTH FREEDOM RIGHTS, WITH REMAINDER ON BLIND SECTOR BASE. CANDEL STUCK ON ITS POSITION.

B. RE SEATTLE ADDITION TO SPOKANE-VANCOUVER IN PHASE III, U.S. PROPOSED LONG-HAUL RESTRICTION FOR A PERIOD OF TIME TO PREVENT SEATTLE-VANCOUVER TURNAROUND SERVICE. CANDEL RESPONSE WAS THAT SEATTLE ADDITION WOULD BE "BELOW THE LINE", A REFERENCE TO SOMETHING HAPPENING AFTER PHASE III WHICH CANDEL REFUSES CLARIFY.

C. USDEL SAID THAT, IN VIEW U.S. WILLINGNESS TO ESTABLISH EASTERN CANADA-SFO ROUTE, IT HAD TO WITHDRAW PRIOR OFFERS AND ADD LOS ANGELES TO EDMONTON/CALGARY-SAN FRANCISCO IN PHASE III, WITH MANDATORY AT SFO UNTIL SOME DATE OR TRAFFIC REACHES CERTAIN LEVEL. CANDEL SAID THIS WAS REGRESSIVE MOVE.

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D. CANDEL PROPOSED U.S. OBTAIN HONOLULU-VANCOUVER TWO YEARS BEFORE EASTERN CANADA-SFO DOUBLE TRACKED AND CANADA OBTAIN VANCOUVER-LOS ANGELES TWO YEARS BEFORE LATTER. WE REJECTED THIS, BUT AGREED DEFER ISSUE.

3. RE DATES FOR PHASES, WE REACHED TENTATIVE AGREEMENT WITH U.S. POSITION, I.E. 1976 FOR PHASE II AND 1978 FOR PHASE III. SCH

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